Survey in Barikot

Barikot is one of the principle entry points to Kunar since the bridge over the Kunar River was constructed, connecting it to Arandu in Pakistan. This bridge was put into place by ACLU & USAID. The dirt road going from this bazaar to Asmar is still in poor condition. However, buses, trucks and pickups manage to drive across it without major problems.

Some particulars about the bazaar in Barikot are given below:

- In Arandu, the Pakistanis are collecting taxes on every 100 kgs of freight (5 to 10 Rs/100 kgs). The average daily traffic going via this route to Barikot is about 60 pick-ups, 6 - 8 buses, and 10 trucks, for a total vehicle count of approximately 70 per day.

- According to local people, the traffic has increased because the Lowari Pass is still closed, due to snow. The bazaar on the Pakistani side of the border in Dir Agency has almost closed down due to the diversion of traffic through Kunar.

- Some people suggest that the Pakistan Government is not in a hurry to open the Lowari Pass, and the people of Kunar and the various shuras are happy with this increased amount of traffic crossing through their province.

- A mini Shura with Commander Qasi Khan at its head is controlling the bazaar, and acts as the Wakil-i-mundawai.

- The bazaar currently has 37 shops. An additional 10 are ready to open very soon. This means that the size of the bazaar has almost reached its pre-war level which was 53 shops.

- Only two NGOs are working in Barikot. These include Madera for agriculture and Afghanistan Nothlife for Health.

- The area in and just around Barikot is intensively cultivated. However, animal husbandry is the main activity away from the town itself.

- The Bazaar is exporting nuts and mushrooms from Nuristan. The people reported that they have problems exporting nuts. The price of 5 Rs./kg in Barikot sells

for 15 Rs./kg in Peshawar. The annual production is over 100 Metric tons for Nuristan.

- The production of mushrooms (morilles) is also an important export. This takes place in May-June. The production is a few tons a year, and it sells for a price of 1600 Rs./kg. The mushrooms are dried for export.

- Only one tractor is reported to be in Barikot. It belongs to a farmer named Habibullah. He would like to buy a thresher for the coming weeks because there is a very strong demand from the local population who expect a very good crop.

- No fertilizer was reported in the bazaar because the season is over, but we saw a few pickups with 10 to 20 bags of urea coming from Pakistan. In this bazaar the farmers prefer to buy these types of agricultural inputs for themselves in Pakistan, which is ten minutes away by car. They can easily get fertilizer here.

- Tractors are coming from Pakistan at the time of sowing.

- Another export which has increased over the last few months with the opening of roads is wood. Wood from Nuristan (particularly the Kamdesh valley) is hauled away on mule or on trucks through Barikot to Asmar and then across the border via a new road to Pakistan's tribal agencies where it is "legitimised" and then sold officially in Pakistan. We counted 150,000 pieces of wood of 0.1 cubic meters.

Chowki Bazaar

The Bazaar of Chowki is located one hour's drive from Chegaserai on a good gravel road. The area is intensively cultivated with wheat and people are expecting a very good crop in the next few weeks. The area has also been receiving fertilizer and PAK-81 from FAO and various NGOs.

The price of UREA in the bazaar : 3,000 Af.
The price of DAP in the bazaar : 2,500 Af.

The fertilizer for sale in the bazaar has usually been given by Arab NGOs to commanders who use some and sell what they don't need. Other NGOs distributed seed and fertilizer to each individual farmers.

- 92 shops are functioning in this bazaar which also serves the south of Kunar province. This number of 92 represents an increase of 19 shops in 3 months.
- One tractor is currently available in the bazaar. Others are coming from Pakistan when the farmers need them.
- The area around Chowki represents the largest area for cultivated land in Kunar province.

Conclusions

- In spite of considerable political confusion, the province of Kunar was quiet and peaceful at the time of our visit.
- The wheat which is grown is used locally. Virtually everything else is traded with Pakistan. Crops are exported and relevant inputs are imported.
- The help provided by the NGOs is considerable, especially in the area of road repair and agriculture.
- According to some Kunaris, the agriculture is in better condition than before the war.
- This is partially because of the large quantities of wheat seed and fertilizers which farmers received last year from FAO and NGOs.
- The people of the province should have some surplus of wheat unless refugees start coming back in very large numbers.
- If the road to Kabul and Jallalabad is closed, people expect to have difficulties selling their wheat.
- People urgently want to buy threshers in the bazaars we surveyed. There will be a great deal of wheat being harvested in Kunar this year, and there will not be enough animals in the lower part of the valley to thresh the wheat using traditional means.
- There is a need for poultry farms. The importation of chickens from Pakistan is very expensive and there is virtually no poultry in the province. The principle source of large animals comes from Nuristan. This includes goats and cattle, but no poultry is available from this source.
- Shopkeepers want to buy fertilizer for the coming season because they expect a very strong demand from the farmers as this year's crop has been very successful.
- Tractors and maybe machinery are expected to come temporarily from Pakistan for threshing and sowing.
- Traffic is significant throughout the province, and it is traveling on roads which are being improved day by day from the various NGOs.

- With fewer Kalishnikovs in the province, Kunar might almost be mistaken for a wealthy Pakistani valley. We even saw Pakistani tourists drinking cups of tea in the square of Chegaserai on their way from Peshawar to Chitral.

Recommendations

- ADT should consider the need for threshers for this province. These should be provided under some appropriate program at a rate of at least one for each of the three bazaars that we visited.

- PSA should plan to sell some fertilizer (urea) to shopkeepers in the three bazaars.

- PSA should plan to sell some machinery in the three bazaars.

- ADT should look closely at the problems people reported in their efforts to export nuts.

- ADT should evaluate the potential for the export of mushrooms (morilles). Kunar has a significant capacity to produce these mushrooms.

- ASSP could work directly with shopkeepers, or it could begin to cooperate with some of the NGOs and the UN in joint programs working with agriculture.

- ASSP should be concerned with the export of wood and the resultant deforestation. It is important for this wood to stay in Afghanistan because it will be useful for reconstruction in the future.

Annex I

Trip expenses (Survey Kunar)

Transports

Peshawar	----------	Bajaur	650 Rs.
Bajaur	----------	Chegasarai	450 Rs.
Chegasarai	----------	Barikot	650 Rs.
Barikot	----------	Chowki	750 Rs.
Chowki	----------	Murgal	50 Rs.
Chowki	----------	Peshawar	630 Rs.

			3180 Rs.

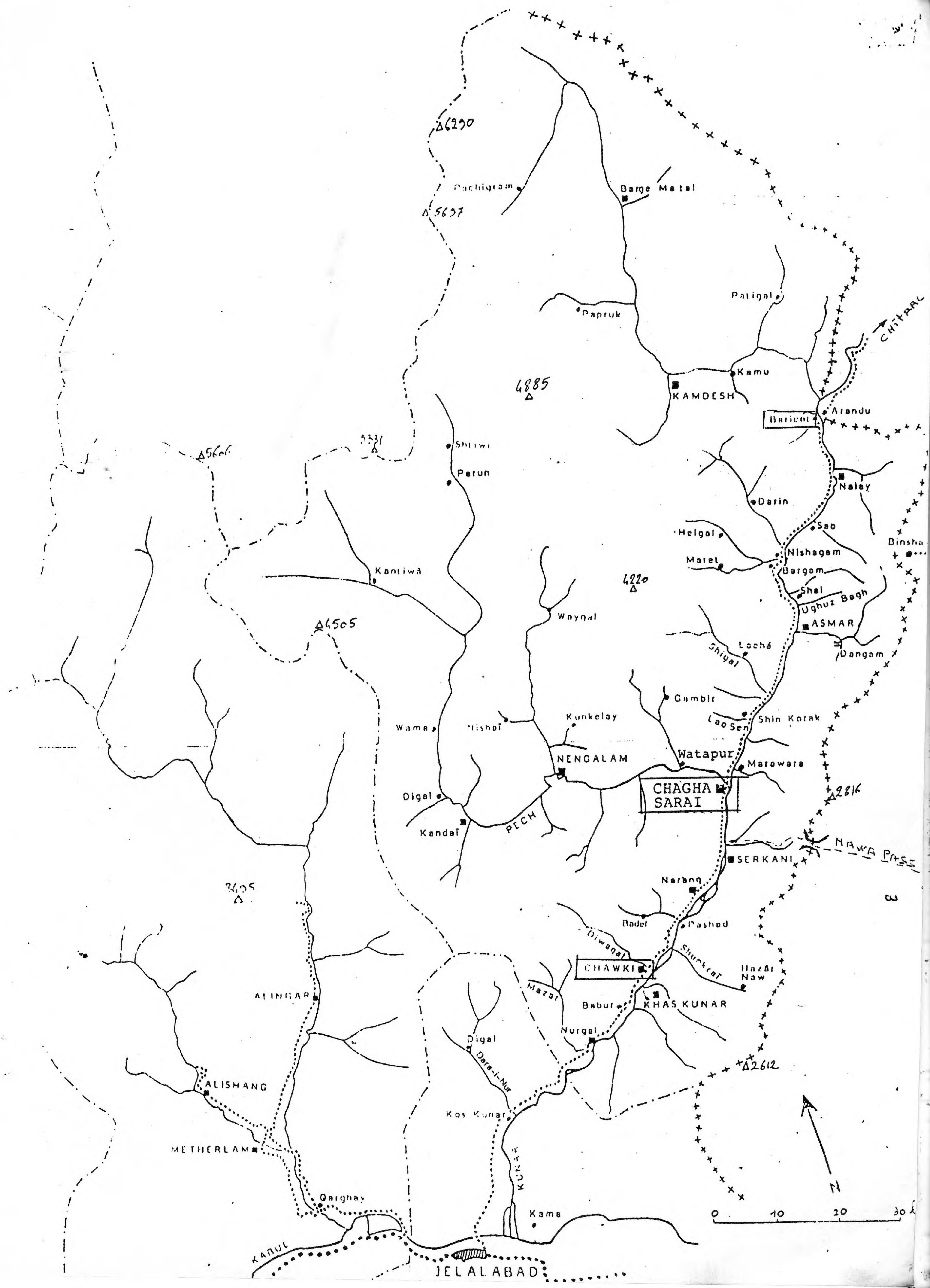
Per diem.:

2 surveyors x 5 days x 100 Rs. = 1000 Rs.

Others :

buying of mushrooms for ADT = 800 Rs.

Grand Total 4980 Rs.



Δ6290
Pachigram
Barge Matal
Δ5637
Papruk
Patigal
CHITRAL
Kamu
KAMDESH
4885
Arandu
Baricot
5331
Δ5606
Shtiwi
Parun
Nalay
Darin
Sao
Helgal
Nishagam
Binsha
Moret
Bargam
Kantiwa
4220
Shal
Ughuz Bagh
ASMAR
Waygal
Δ4505
Loche
Shigal
Dangam
Gambir
Kunkelay
Shin Korak
Lao Sen
Wama
Nishai
Watapur
NENGALAM
Marawara
CHAGHA SARAI
Δ2816
Digal
Kandai
PECH
NAWA PASS
SERKANI
Narang
Badel
Pashad
Diwagal
Shuntrai
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KHAS KUNAR
Nurgal
Digal
Dara-i-Nur
Δ2612
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JELALABAD



Spinzer Printers Peshawar

Introduction

This paper is a trip report for one of the teams which was a part of Survey II of the Afghanistan Agricultural Sector Support Project. The trip report was drafted by Mr. Xavier Bouan, who travelled to Kunar province with the survey party. Xavier is a French national, who has lived and worked in Afghanistan for extended periods over the last 3 years. He has previously lived and worked in Kunar province as well as having worked in Kandahar and Wardak.

This trip report does not give the final results or conclusions of Survey II. These conclusions will be presented separately when the information from all survey parties is consolidated. This trip report gives a general view of 3 bazaars visited by one survey team in the province of Kunar. Due to fighting on the way to Laghman the survey for this province was canceled as the team couldn't go there.

The trip took 5 days from May 11th to May 15th. The team travelled to Kunar from Peshawar through the Nawa pass. The other entry point at Arandu is further north and it was still closed at Lowari pass due to snow. The team surveyed the 3 most important bazaars in the province. Going from north to south, they include the following: Barikot, Chegaserai, Chowki. All three bazaars are under control of the Mujahideen as is the rest of the Province. The team had planned to proceed directly from Kunar province to Laghman. However in the south of Kunar the road to Laghman province was closed due to fighting further down the road between Government troops and Mujahideen. Accordingly, the survey party returned to Peshawar.

Two volumes of pictures accompany this trip report. We believe that these pictures help clarify the socio-economic and political situation in the bazaars. The details of the trip follow.

Travel Log

Friday 4th May	Peshawar to Chegasarai: 5 hours The initial plan to go first to Barikot was changed because the Lowari pass was still closed by snow. We went through the Maya pass. Spent the night in Madera office in Chegasarai.
Saturday 5th May	Survey of Chegaserai Bazaar. Visit to the governor, Mohd. Ali, to ISRA and to RAFA[1]. Night in Madera office in Chegaserai.
Sunday 6th May	Chegaserai to Barikot: 5 hours. Survey of Barikot Bazaar. Trip to Arundu Bazaar (Pakistan). Night in Madera office in Barikot.
Monday 7th May	Barikot to Chegaserai to Chauki: 7 hours Survey of Chowki Bazaar. Attempt to go in the evening to Charbagh, (Laghman Province) but due to fighting the road was closed. Chowki to Murgal to Chowki: 2 hours. Night in Madera office in Chowki.
Tuesday 8th May	Chowki to Chegaserai to Peshawar: 6 hours

1. ISRA is Islamic Relief Agency
RAFA is Reconstruction Authority for Afghanistan

KUNAR TRIP
MAY 11 - 15, 1990

Surveyors: Nassim
Hanif
Peshawar Representative : Xavier Bouan

The DAI survey team visited the three bazaars of Chegaserai, Barikot, and Chowki in Kunar province.

Road Conditions

- The province of Kunar has 2 access roads.
- One is through Nawa pass. A new road was built here in 1989 and it has since been improved. Today it is a very good gravel road.
- A second access road is through Arandu (close to Lowari pass) and Barikot across a bridge over the Kunar river which was erected by ACLU/USAID in 1989.
- Today, virtually any vehicle can get to Kunar province by way of those two roads. On the Pakistani side, traffic from Peshawar to Chitral is closed for six months of winter by snow on the Lowari pass. During this period, traffic has to use Nawa pass and go to Kunar to travel from Peshawar to Chitral.
- In the province several different NGOs are working to improve and repair the roads (including Shelter Now, Daccar, VITA, Welfare Relief Committee and rebuild the destroyed bridges.
- Nawa pass----Chegaserai: 26 kms on a good gravel road
- Chegaserai---Chowki: 36 kms on a very good gravel road.
- Chegaserai---Asmar: 31 kms on a very good gravel road.
- Asmar---Barikot: 50 kms on a poor dirt road but passable for trucks and pickups. 4 hours.
- Barikot---Arandu: 5 kms on a very good gravel road and over a bridge crossing Kunar (built by ACLU) suitable for virtually any sized vehicle.
- Other roads leading from or to those bazaars include:

o	Chegaserai---Pech	35 kms on a very good dirt road up to the bazaar of Ningalam. 1 hour. One bridge has to be rebuilt in Ningalam (by Welfare Relief Committee) to reach Chapadara 20 kms further up the Pech valley. Daccar is already repairing this portion of the road which will give access to the Kanday Bazaar. 1 hour.
o	Asmar---Pakistan	VITA is building a dirt road to give access directly from Asmar to Pakistan. 20 kms. 1 hour.
o	Barikot---Kamdesh	30 kms of a good dirt road. No major bazaar is reported in Kamdesh. 1 hour.
o	Chowki--Nurgal--Dar-i-Nur:	20 kms of good gravel road and 40 kms of good sealed road (with a few potholes.) 1 hour. Small bazaar in Dar-i-Nur. This road leads to Jalallabad and gives access to Laghman via the Dasht-e-Gambiri. The road to Laghman is occasionally closed when there is fighting in Dasht-e-Gambiri.

Chegaserai (or Asadabad)

Chegaserai is the administrative center of Kunar and the capital of the province. This bazaar serves about 25 villages. The Kunar and Pech Rivers converge at Chagaserai, making this a good area for cultivation, with a lot of wheat growing on irrigated land. Since the liberation of Chegaserai in October, 1989, and to some extent before then, several NGOs have been working in Kunar. Twenty NGOs have projects of various degrees of importance in the province. In spite of a generally unclear political situation, a lot of work done by these NGOs has involved road repair, livestock, agriculture, and health.

Political Situation

The political situation in Kunar is fragmented. It often depends upon tribal, ethnic and religious affiliations. There is no united Shura in this province.

The two largest Shuras are:

The Wahabi (Salafia) led by Malawi Ghulam Rabani, who is ethnically Nuristani and previously from Jamiat-e-Islami party. He has been the governor (wali) since the liberation of the province in October, 1989 and up to January claimed to be the head of the Alliance Shura, but this claim was never recognized by the Interim Government of Afghanistan (AIG).

In January the AIG designated Mohd. Ali from the Safi tribe to act as a new governor for the AIG in the Liberated Province of Kunar. Ghulam Rabani, however, did not step down and instead sought the help of the Wahabis (Salafia) and of Hizb-i-Islami (HIG) to keep his position.

At the moment the two Shuras are working in Chegaserai, ignoring each other. No conflicts are reported in the province and it appears that each woloswali has its own mini Shura to rule the place in addition to the two provincial Shuras.

Shuras are reported to exist in Chowki, Asmar, Barikot, and Pech.

The war between the Mujahideen and government troops is going on at the extreme southern end of the province leading to Jalallabad. The government wants to take back the town of Shawah which has been under control of the Mujahideen for the last year. If they were to do so, the government would control access roads from Kunar to both Laghman and Nangrahar provinces.

Population

Most of the people of the province have migrated to Pakistan during the war. Chegaserai itself was estimated to have had a population of 30,000 people in 1979. It has only a few thousand now. However, because of the liberation of the province and the relative peace which has prevailed for the last year, some refugees have been returning back and some families are coming back to cultivate their land on a temporary basis. The agriculture and the economy which are described later in this report are so good this year that it is encouraging more and more refuges to return. This is a gradual movement which is occurring throughout the entire province.

Economy

Maize and rice are the principal summer crops and wheat is grown in the winter. Some vegetables, such as potatoes, squash, radishes, and spinach are cultivated. The region is known for its walnut trees and there are citrus, mulberries and apricot orchards. Where there is sufficient irrigation, double cropping is possible. At high altitudes, where there is less land to cultivate, animal husbandry becomes more important with a yearly cycle of migration between winter and summer pastures. The condition of the sheep and goat herds in Nuristan today is good. They have increased by 20% of the pre-war level and Nuristan (or upper Kunar) has started to supply some of the lower parts of Kunar with animals, where the war had destroyed the livestock herds.

Today in traveling around the province, one sees oxen, sheep and goats in reasonable numbers in and around Chegaserai and in other parts of the province as well. These animals have come from two sources: most often, they have been purchased from other parts of Kunar (Nuristan); less frequently, they have been brought back to the province by refugees when they returned from Pakistan.

Some general observations about the economy are given below:

- Just after the liberation an estimated 40% of the land of the province was under cultivation.

- Today an estimated 95% is under cultivation. This is based on studies done by the FAO and NGOs.

- Last year FAO distributed 560 tons of PAK-81 and 1008 tons of fertilizer.

- This distribution contributed substantially to the re-cultivation of the land.

- Those new seeds and fertilizers contributed to producing a high quality crop.

- With such a good crop forthcoming, people are expecting to have a wheat surplus at the end of this harvest season.

NGOs working in Chegaserai

ISRA: Supports a rural distribution project from Chegaserai to Pech. Last year they distributed fertilizer and seed for 5,000 jeribs, plus providing 5 tractors and 65 oxen. They don't plan to give any seeds and fertilizers to farmers in this area this year because they believe that farmers are now able to buy it for themselves. They have a depot but there is nothing inside.

Lajnat el bir Islamia: It has a project of fertilizers and seed distribution, plus providing insecticides, and pesticides and repairing irrigation canals. It also has a poultry project. We could not see any of their projects and the poultry farm we wanted to visit seems to have failed. (It involved the use of a hatchery, which sounds too complicated for use in Afghanistan at this time. It would appear that the direct selling of chickens would be more reasonable).

Madera: This group has a livestock and agriculture program in Kunar and Nuristan. They have a network of veterinary clinics and agricultural offices in Weygal, Pech, Barikot, Asmar, Chegaserai, Chowki, and in Dar-i-nur. They also distributed wheat and fertilizer last year but do not plan to do it again this year.

CARE: They appear to be working on a pilot project in one village, which involves road and house reconstruction.

DACCAR: is working on irrigation repair.

VITA: is working on road construction.

SHELTER NOW: is working on road construction.

WELFARE RELIEF COMMITTEE: is working on road construction.

RAFA: is working on canal repair.

Others NGOs are working on various health projects. This includes the following groups: Afghan Medical Aid, Afghanistan Nothlife, Doctors Union, MSH, Swedish Committee, ASRAO, Medical Commission and Islamic Unity.

Bazaar Survey: Chegaserai

The survey team visited the one governor (out of two) who was present in Chegasarai at the time of our visit. This was Mohd Ali from the Interim Government. We had a very good visit, and he indicated that the Interim Government and its staff were ready to help us in anyway that might prove useful for our program. The survey team then talked with shopkeepers and with staff from some of the offices of various NGOs to gather data about the bazaar.

- The number of shops has increased from 200 to 220 in a period of about three months.

- Very little fertilizer was available at this time in this bazaar. (21 bags Urea and 2 bags of DAP.) People indicated that the season for fertilizer is over for now and there is no need to have it in stock. Prices were as follows:

  Price Urea = 105 Rs DAP = 210 Rs
  in 1989.

  These prices are low because in most cases the farmers had received free fertilizer and sold it when they didn't use all of it.

- A lot of fertilizer for Kunar was given by the UN through NGOs. (1008 tons)

- 7 tractors are available in the bazaar, but additional tractors come from Pakistan at sowing time. The hourly charge rate for tractors is 100 Rs/hr.

- The people expect to have a surplus of wheat, and they are expecting to have problems with selling it, especially if the road to Laghman or Ningarhar is closed to traffic.

- The bazaar exports nuts in the winter and some okra (ladyfingers) and mushrooms (Morelles) in the spring.

- Diesel fuel is available in the bazaar, at a rate of 5.5 Rs per liter.

- Traffic destined to Chitral from Pakistan is transiting Kunar. There are said to be about 5 to 7 buses a day, with each bus carrying an estimated 100 people (500 to 700 people daily). In addition to this, there are also 5 to 10 fuel trucks carrying diesel, 5 to 10 regular lorries, and 20 to 50 pickups a day.

According to the people of Kunar, this new traffic is of great benefit for Kunar. This is especially true for restaurants in the bazaars of Barikot and Chaga Sarai.

Trip Report Kunar

Development Alternatives, Inc.

AGRICULTURAL SECTOR SUPPORT PROJECT
PRIVATE SECTOR AGRIBUSINESS

Trip Report Kunar



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Peshawar, Pakistan

May 1990



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AGRICULTURAL SECTOR SUPPORT PROJECT

PRIVATE SECTOR AGRIBUSINESS COMPONENT

TRIP REPORT

KUNAR

PREPARED BY

DEVELOPMENT ALTERNATIVES, INC.

FOR THE

OFFICE OF THE USAID REPRESENTATIVE TO AFGHANISTAN

PESHAWAR, PAKISTAN MAY, 1990

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